

PNP 6/82

P1 679

# NPRO INVENTORY

National Park Service  
Pacific Northwest Region  
Cultural Resources Division

Westin Building, Rm 1920  
2001 Sixth Avenue  
Seattle, Washington 98121

1. SITE I.D. NO

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2. NAME(S) OF STRUCTURE

(CARD 1 of 2)

South Puyallup River Bridge

5. ORIGINAL USE

Vehicular Bridge

7. CLASSIFICATION

9. RATING

10. DATE

1931

3. SITE ADDRESS (STREET &amp; NO)

West Side Road crossing the  
South Fork Puyallup River

6. PRESENT USE

Same

8.

UTM ZONE

EASTING

NORTHING

11. REGION

SCALE

1:24

1:62.5

QUAD

NAME

4. CITY/VICINITY

COUNTY

STATE

Nisqually Entrance

Pierce

Washington

12. OWNER/ADMIN ADDRESS

NPS/Mount Rainier National Park, Tahoma Woods-Star Route, Ashford, WA 98304

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXISTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Reinforced concrete, three-centered (filled) arch with stone masonry facing; one span concrete abutments (faced with stone); stone parapet walls and curbs; gravel roadway.

The South Puyallup River Bridge was constructed in 1930-31 as part of the original West Side Road construction. Plans to build a road along the park's western boundary, linking the Nisqually Entrance to the Carbon River Entrance, were drafted by the National Park Service and Bureau of Public Roads in 1925. An initial reconnaissance of the proposed route was carried out in August 1925, by BPR engineers and NPS Assistant Landscape Architect Thomas C. Vint. The survey party began from the north near the confluence of the Carbon River and Ipsut Creek.

An early report stated that the construction of a road over Ipsut Pass would be excessively costly. NPS Director Mather approved the recommendation for studying alternative routes from the north. Meanwhile, the BPR survey party was transferred to the south end of the proposed route. Beginning at the Nisqually Road junction (near Tahoma Creek), the road centerline was located northward to Round Pass and the South Puyallup River. By December 1925, 13 miles of road from the Nisqually Road to Klapatchee Ridge was surveyed.

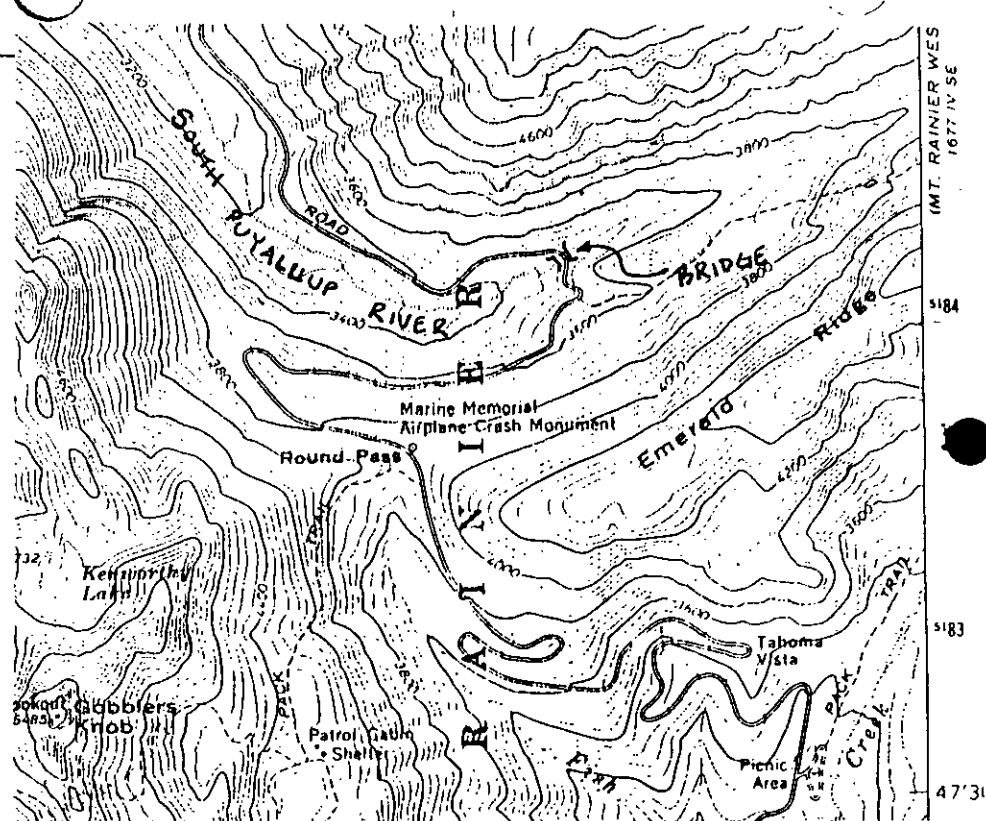
14. CONDITION

☐ EXCELLENT☒ GOOD☐ FAIR☐ DETERIORATED☐ RUINS15. DANGER OF DEMOLITION?  
(SPECIFY THREAT)☐ YES☐ NO☒ UNKNOWN

16. SIGNIFICANCE

The South Puyallup River Bridge was completed in 1931 as part of the West Side Road construction. Originally planned to link the Nisqually entrance with the Carbon River Entrance, the West Side Road was first in 1925-26. The project, carried out over a ten-year period beginning in 1926, was never wholly completed. The South Puyallup River Bridge is typical of the reinforced concrete arch bridges built in the park in the twenties and thirties, and rustically styled with native stone.

## 17. PHOTOS AND SKETCH MAP OF LOCATION



## 18. LOCATED IN AN HISTORIC DISTRICT?

☐ YES ☒ NO ☐ NAME

## 19. PUBLIC ACCESSIBILITY

☒ YES, LIMITED ☐ YES, UNLIMITED  
☐ NO ☐ UNKNOWN

## 20. EXISTING SURVEYS

☐ NR ☐ NHL ☐ HABS ☐ HAER-1 ☐ HAER ☒ NPS ☐ STATE  
☐ COUNTY ☐ LOCAL ☐ OTHER

## 21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Bridge Safety Inspection Report, South Fork Puyallup River Bridge, prepared by U.S. DOT, FHWA (Denver, CO.), 8/27/79  
 Maintenance Division, Mount Rainier National Park

Superintendent's Monthly Reports, 5 September 1925, 5 October 1925, 5 December 1925, 7 January 1926, 6 October 1926,  
 4 November 1926, 4 January 1927, 5 November 1928, 4 November 1930, 5 October 1931, Archives, Mount Rainier National Park

Original Drawing, "South Puyallup River Bridge", 2 sheets, recommended by T. C. Vint, NPS, 3/15/30, (MORA DRG. NO. 923)

Robert N. McIntyre, "Short History of Mount Rainier National Park", unpublished manuscript, 1952, Archives, Mount Rainier  
 National Park, p.246 and p.260

Robert L. Carper, "List of Classified Structures Inventory", NPS Report, Denver Service Center, 1976

## 22. INVENTORIED BY

Gray Fitzsimons

## AFFILIATION

MORA Cultural Resource Survey

DATE 9/12/82

PNF 7 6/82

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1. SITE I.D. NO		2. NAME(S) OF STRUCTURE (CARD 2 of 2) South Puyallup River Bridge		5. ORIGINAL USE Vehicular Bridge	7. CLASSIFICATION	9. RATING
3. SITE ADDRESS (STREET & NO) West Side Road crossing the South Fork Puyallup River		6. PRESENT USE Same		10. DATE 1931		
4. CITY/VICINITY Nisqually Entrance		COUNTY Pierce	STATE Washington	8. UTM ZONE EASTING NORTHING		11. REGION
12. OWNER/ADMIN ADDRESS NPS/Mount Rainier National Park, Tahoma Woods-Star Route, Ashford, WA 98304				SCALE 1:24 1:62.5 QUAD NAME		

## 13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXISTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

The project had the enthusiastic support of Superintendent O.A. Tomlinson and Congressman Louis C. Cramton. Following a tour of the route, Cramton expressed his desire to see the road completed at an early date. Under the auspices of the BPR in Portland, Oregon, a notice for the acceptance of bids for the West Side Road construction was sent out in the spring of 1926.

The firm Joplin and Eldon of Portland, Oregon was awarded the contract to construct the section of road from the Nisqually Road junction to Round Pass. Clearing and grading work commenced in 1926. Over the next five years, construction work progressed at an extremely slow pace. Superintendent Tomlinson, much discouraged with the entire operation, reported at the end of 1927, "poor management is responsible for the contractor being so far behind in his work schedule. Twenty-nine percent of the work has been completed to date where as seventy-nine percent should be finished at this time." It wasn't until 1929 when the Round Pass section of the West Side Road was reported to be eighty percent complete.

Finally on July 4, 1930, the road was opened to Round Pass. Construction then began on the South Puyallup River and Saint Andrews Creek Bridges. Mr. E.A. Davidson of the Landscape Engineers Office and field supervisor for all landscape matters regarding the West Side Road construction was in charge of the stone work for the bridges. Both spans were

14. CONDITION	<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> GOOD	<input type="checkbox"/> FAIR	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> RUINS	15. DANGER OF DEMOLITION? (SPECIFY THREAT)	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> UNKNOWN
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## 16. COMMENTS

completed the following summer in August 1930.

The South Puyallup River Bridge, comprised of a reinforced concrete, filled arch, measures 42'-0" in length. It has a total width of 34'-10" and accommodates two lanes of traffic (the roadway measures 27'-0" curb-to-curb). Native stones used in facing the spandrel walls were laid in a rubble masonry fashion to affect a more rustic appearance. The parapet walls lining the bridge were built in a similar style.

Although further clearing for the West Side Road was carried out from Klapatchee Ridge to Sunset Park, exhaustion of funds precluded further construction beyond the North Puyallup River. After the 1930s, no further attempt was made to

(over)

17. PHOTOS AND SKETCH MAP OF LOCATION

complete the two-lane, gravel surfaced roadway. It is currently opened in the summer between Nisqually Road and Klapatchee Ridge. (See entry of St. Andrews Creek Bridge.)



18. LOCATED IN AN HISTORIC DISTRICT?

☐ YES ☐ NO ☐ NAME

19. PUBLIC ACCESSIBILITY

☐ YES, LIMITED ☐ YES, UNLIMITED  
☐ NO ☐ UNKNOWN

20. EXISTING SURVEYS

☐ NR ☐ NHL ☐ HABS ☐ HAER-1 ☐ HAER ☐ NPS ☐ STATE  
☐ COUNTY ☐ LOCAL ☐ OTHER

21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

22. INVENTORIED BY

AFFILIATION

DATE